

COUNTRY East Germany

TOPIC Terneuchen Airfield

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EVALUATION                      PLACE OBTAINED                     

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DATE OF CONTENT 13 October to 8 November 1952

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DATE OBTAINED                      DATE PREPARED 5 December 1952

REFERENCES                     

PAGES 4 ENCLOSURES (NO. & TYPE)                     

REMARKS                     

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1. The following observations were made at Terneuchen airfield between 13 and 25 October 1952:
  - 13 October. There was no air activity in cloudy weather.
  - 14 October. Between 7:24 a.m. and 11:42 p.m., 20 take-offs by jet bombers were counted at the field. At about 5 p.m., 26 jet bombers were observed on the southern edge of the landing field, and two additional planes were aloft.
  - 15 October. Between 8:10 a.m. and 7:25 p.m., 18 take-offs were made by jet bombers.
  - 16 October. There was no air activity. It rained.
  - 17 October. Between 12:15 and 12:54 p.m., four IL-28s took off individually.
  - 18 October. There was no air activity. It rained, and the weather was hazy.
  - 19 October. Four take-offs were made by jet bombers between 6:40 and 7 p.m.
  - 21 October. Between 8:10 a.m. and 1:36 p.m., 17 take-offs were made by jet bombers.
  - 22 and 23 October. It rained almost throughout the period. There was no air activity except at 1:04 p.m. on 22 October, when a jet bomber took off and circled once over the field.
  - 24 October. Thirty-seven jet bombers were counted at the field. Between 12:20 and 11:38 p.m.,
  - 25 October. Between 7:23 a.m. and 1:15 p.m., 18 take-offs were made by jet bombers which flew outside the area of the field for about one hour.
  - 26 and 27 October. There was no air activity.
  - 29 and 31 October.
  - 3 November. Formation flying in flights was practiced in bad weather.
  - 5 to 8 November. There was no air activity.
2. At 1 p.m. on 25 October, 150 air force troops with their baggage arrived on the train from Wriezen and marched to the barracks installation at the field. At about 2 p.m. 50 air force men left the barracks installation and left toward Wriezen. At 2 p.m. on 26 October, a bus and 7 trucks occupied by air force NCOs from the barracks installation at the field moved toward Tiefensee. After 21 October, it was noticed that many Soviet soldiers bought carpets and other household equipment in the shops in Terneuchen. It appeared that these purchases

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were made by troops who recently arrived in the barracks installation.<sup>1</sup>

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3. On 22 October, [ ] concrete walls, about 3 meters high, were erected around the three hardstands on the northeastern edge of the northern taxiway. Two hardstands were at the outer side and the third one was at the inner side of the taxiway. The walls were being filled with sand on both sides. Work was nearing completion in the fuel dump on the southeastern edge of the field.

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4. The following observations were made at the field between 20 October and 1 November.

20 October. At 2 p.m., a twin-engine transport [ ] took off and circled several times over the field. Six parachutists each jumped at 2:20 and 2:25 p.m. After an intermediate landing, two other groups of six men jumped at 2:40 and 2:45 p.m. The parachute of the man who jumped last did not open before he was 150 to 200 meters above the ground. Shortly after the first parachute, another chute which was smaller opened. No more air activity was observed on this day.

21 October. Between 8 and 9 a.m., take-offs and landings were practiced by an IIL-28 plane. There was dull weather.

28 October. There was no air activity between 6:30 a.m. and 5 p.m. The weather was cloudy, and the visibility was poor.

29 October. Between 7:15 a.m. and 5 p.m., five IL-28s and 1 IIL-28 plane practiced taking off and landing. No further local flights were made after 6 p.m.

30 October. Take-offs and landings were practiced between 6:10 a.m. and 2 p.m. and after 4:15 p.m.

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31 October. A twin-engine transport [ ] landed at 2:10 p.m. and took off at 4:15 p.m.

1 November. There was no air activity between 6:30 and 8 a.m.

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5. On 28 and 30 October, an IL-28 plane [ ] was parked at the target range. An officer and 6 MM worked on the plane. Two men climbed into the rear runner's station through the open hatch at the tail. A target representing two aircraft on a board mounted on two dumpcars moved back and forth. This mobile target was fired about 25 x 30 cm, were removed at the port side, aft of the air intake. It was previously observed that one fuselage panel was removed from an IL-28 plane [ ].

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6. Between 19 and 31 October, the following railroad tank cars were observed arriving at the field:

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Date in October	Number of Tank Cars
22	11
24	4
28	2
28	7

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7. On 20 October, parachuting was practiced over the field. Between 20 and 27 October, individual flights were made at day and night. However, it was noticed that the air activity was less intensive than previously. The construction of shrapnelproof aircraft revetments was accelerated at the field.

8. On 27 and 28 October, there was no air activity at the field. On 29 and 30 October, an IL-28 plane towing an air sleeve practiced night flying. On 31 October, an IIL-28 [ ] circled over the field. On 4 and 5 November, there was little air activity at the field. It was observed on several days, that the field was occupied by 36 jet bombers, 1 Li-2 and 4 Yak-11s.

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9. On 5 September, it was observed for the first time that the jet engines of a plane [redacted] were being exchanged. Between 20 and 24 October, the jet engines of about 15 jet bombers, [redacted] were being exchanged. Between 27 and 31 October, the jet engines of 3 or 4 planes were continuously being exchanged. The scheduled operating time was apparently completed.<sup>2</sup>

10. At the point where the two connecting lanes meet with the southern taxiway there were boxes each about 30 cm high with red lamps throwing a red beam toward the taxiway. At these boxes, sentries were posted who stopped the taxiing planes during day and night in order to inspect the tires. After the inspection, the sentry gave the sign for rolling on. An electric cable extended under the taxiway to the boxes.<sup>3</sup>

11. Lamps, 50 meters apart, were set up along the southern edge of the runway. Five lamps each indicated the end of the turning corners. On 20 October, 5,800 meters of cable arrived at the field, allegedly for obstacle and landing field lighting facilities. Sheet metal markings, 50 to 60 cm high and 200 meters apart, were erected on both sides of the runway 100 meters from the edges of the runway. They terminated in white cupolas, 50 cm in diameter. Their purpose was unknown.<sup>4</sup>

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12. The bomb dump was provided with lightning arresters prior to 24 October. Between 27 and 31 October, four carloads with bombs arrived daily at the field. At the distance, [redacted] observe that two types of bombs were on the cars.

13. On 22 October, construction started on a concrete road from the northern fuel dump to the northern taxiway. The concrete road on the northwestern side of the southern fuel dump was being enlarged to a width of 10 meters. On 30 October, 22 new tanks with a capacity of 24,000 liters arrived at the field coming from Halle/Saale. Each tank was 4.8 meters long and 2.6 meters in diameter. The sheet metal was 6 mm thick. These tanks did not fit into the foundations in the southern fuel dump. An additional 24 tanks were on the way. The old fuel dump in the northern section of the field still existed.<sup>5</sup>

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14. Between 27 and 31 October, the compensation of aircraft compasses was performed daily on the hardstands near the target range. Thirty men were employed there. [redacted]

15. On 24 October, 596 workers including the construction staff were employed at the field. It was still rumored that the entire construction staff would be transferred to Farchim after the completion of the work. The shrapnelproof aircraft revetments along the northern taxiway were not up to the prescribed construction specification because the concrete plates could not stand the earth pressure. Each revetment was filled with 560 cubic meters of earth. On 31 October, shelter for six men each, about 100 meters apart, were under construction behind the hardstands.<sup>6</sup>

16. The fence around the field had gaps in the extensions of the runway. These gaps were closed by a removable board fence, 1 meter high, consisting of 5-meter prefabricated sections with two barbed wires on top. There was no fence along the southeastern and northern edges of the field. Formerly, a fence had extended west of the new fuel dump from the road to Wesendahl as far as the target ranges.

17. A temporary building was located west of the AA gun emplacement in the northwestern section of the field. Several low wooden buildings of the construction staff were observed south of the northern fuel dump. About 600 meters east of the target range, construction work was being done on a low wooden semi-underground building, 3 x 5 meters, which belonged to the lighting installation. Above ground cables extended from this building to the lighting facilities. Close by there was another temporary buildings which housed a workshop. Construction work was being done on a laboratory of five rooms, located 70 meters west of the southern fuel dump.

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1.  Comment. It is believed that some of the personnel were being rotated.
2.  Comment. This observation is reported for the first time. The exchange of jet engines observed on about 20 of about 36 IL-28s may be due to three reasons:
  - a. the scheduled operating time was possibly completed.
  - b. the aircraft were to be re-equipped with more powerful engines which must have the same dimensions as the dismantled engines.
  - c. The aircraft were to be made more efficient. The reported number of 20 aircraft having engines being exchanged appears rather high. No confirmatory information on assumption (c) has been received from other airfield.

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3.  Comment. This observation indicates that the tires of aircraft which land at a high speed are subject to an excessive wear and, therefore, must be checked regularly.

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4.  Comment. The purposes of these markings cannot be identified.

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5.  Comment.  previously reported that the southern and northern fuel dumps would be equipped with 48 containers each. The total capacity of the fuel dump is to reach 2 million liters.

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6.  Comment. According to previous reports, the construction of shrapnelproof aircraft revetments was difficult. Nevertheless, construction work has been accelerated. The shelters were erected for the maintenance personnel.

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7.  Comment. Werneuchen airfield is still occupied by two bomber regiments which are equipped with about 32 IL-28s, 3 or 4 IIL-28s, 1 or 2 Ii-2s, and 4 Yak-11s.

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noteworthy are the bad-weather flights in V-formation on 3 November 1952.

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